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INDUSTRIAL PROGRESS IN JAPAN.

The Japanese are quartered on a long, narrow, very mountainous group of islands, having an area one-third larger than the British Isles, and about equal to that of California, and about only 12 per cent is capable of cultivation. The dense population of from 45,000,000 to 50,000,000, all dependent upon the products of the field and the nearby waters, carry on their outdoor work by many an ancient method. Their struggle for existence has not been an easy one. Yet with all this they are contented and happy for the struggle has not been characterized by the haste and intense strain under which we labor. In this respect they are wiser in their day and generation than we are.

When considering Japan's progress it is well to remember that there are at least two viewpoints. One is the Japanese; and if we judge by their notions, the advancement during the time occupied by the last half of Marquis Ito's public life alone is little less than marvelous. This is the point of view persistently put forward by them and oftenest seen in newspapers. On the other hand, from the outlook of a foreigner who has lived in Japan and knows the average as well as the exceptional conditions, they still have a long way to go in their industries and civilization to attain the eminence they are popularly given credit for having already reached.

Japan progresses. Her shipbuilding progresses also. So do her other industries. Were it possible, a hasty glance along a few other lines of Japanese industry would be of interest as showing in a general way the past and existing conditions and the present state of progress. This comparison of industrial works should be given the relative progress and position of shipbuilding as compared with the improvement and present standing of other industrial enterprises. It would also emphatically evidence the fact that Japan's industrial growth has not been in shipbuilding alone, but that her progress has been along all lines and therefore that shipbuilding has only been keeping pace with the national progress.

We may only state that in coal, copper, gold and other mining she is using up-to-date appliances with good results. In the matter of electric street railways, her urban and interurban systems are well equipped and well paying. Her steam railroads have been extended and improved, and the rolling stock and shops are in good condition. The postal system is a credit to the nation. The telegraphs and telephones are efficiently conducted at rates half or less of what we must pay in this free country. Cotton spinning and weaving mills are successfully run. Electric light and power plants, operated some by steam and some by water, are starting up in all advantageous places. Gas plants are being built and the large cities are already supplied with excellent water-works. And so on through the whole line of enterprises there is progress and success.

THE WAY TO DO.

If there is that in your nature which demands the best and will take nothing less, and you do not demoralize this standard by the habit of deterioration in everything you do, you will achieve distinction in some line if you have the persistence and determination to follow your ideal.

But if you are satisfied with the cheap and shoddy, the botched and slovenly, if you are not particular about quality

in your work or in your environment or in your personal habits, then you must expect to take second place, to fall back into the rear of the procession.

People who have accomplished work worth while have had a very high sense of the way to do things. They have not been content with mediocrity. They have not confined themselves to the beaten tracks; they have never been satisfied to do things just as others do them, but always a little better. They always pushed things that came to their hands a little higher up, a little further on. It is this little higher up, little further on, that counts in the quality of life's work. It is constant effort to be first class in everything one attempts that conquers the heights of excellence.

Politics in Spain has reached that point where the wounding of eight party leaders as they left a meeting is passed almost without notice. Perhaps it will be the leaders' turn to shot next.

The fraternity existing among lawyers is sweet to behold. When one of the craft claims a \$25,000 fee, getting others to swear that it is just and reasonable is the least of his difficulties.

"The name of the chauffeur could not be learned," is the usual description of the man who runs an automobile into some one else. When this is no longer true, shotguns will be less used by people who think they have some rights to which they are still entitled while in the public streets.

HERO AND HIS CREW.

When the great ship had plunged beneath the waves our hero found himself in a lifeboat with seven of the crew.

"Now, men," he cried, "let us lose no time in rigging a sail and heading away from those breakers yonder."

Not a hand was moved.

"Come," said he to the nearest man, "rig up some tackle yonder."

"I don't know how," replied the man; "I'm the barber."

"Well, then, you with the mustache."

"I am vairy sorree, but I am ze pastry cook."

"Next man, then."

"What der I know about sailin'? I'm der barkeep'."

Our hero turned toward the bow.

"You three sitting together, why don't you get to work?"

"Ve vill blay musik as you vish, but ve know notting about der sails."

On the cap of the one man left our hero saw the word "seaman."

"Ah! you at last," he exclaimed "can direct us how to erect a sail."

"Guess again young fellow," came the sad reply, "me only job was to wash the decks."

Despair settled on the boatload, but once more our hero was equal to the emergency. Attaching some line to a New York life preserver he threw it overboard as an anchor.

Thus firmly moored, the boat rode out the storm in safety.—Life.

VICTORY.

American—From this side of the pond at one time it really looked as if England would get mixed up in the war in the east.

Englishman—There never was the slightest danger, me boy. The war office kept Austin and Kipling under the closest surveillance.—Puck.

HER NATURAL SIZE.

Chief of Police—But if you don't know the name of the clairvoyant who robbed you, can't you at least give us a description of her?

Victim—Well, she wasn't very short nor very tall—

Chief of Police—Naturally. Of course a clairvoyant would be of medium build.—Philadelphia Press.

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